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Hongkong, 13th June, 1903.

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Correspondents must forward their names and ad-  
dresses with communications addressed to the Editor,  
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All letters for publication should be written on  
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No anonymously signed communications that have  
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BIRTH.  
On the 28th March, at No. 50, Bubbling Well Road, the wife of WILLIAM AUGUSTUS WHITE, of a daughter.

MARRIAGE.  
On the 31st March, at the Union Church, by the Rev. C. H. Hickling, Robert W. Austin, of Shanghai, to Rose WILLIAMS, of Birmingham.

1904

The Daily Press.  
HONGKONG OFFICE: 14, DESVaux ROAD, S.I.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 4TH APRIL, 1904

FOURTY-FIVE pages of the latest *Government Gazette* are occupied with the Report of the Director of Public Works for the year 1903. Here the general public has brought under its notice the multitudinous duties and responsibilities which a Public Works Department is required to assume in a Crown Colony like Hongkong. Land sales and surveys, waterworks and reclamation schemes, the construction and maintenance of public roads, bridges, sewers and nullahs, sea-walls, piers and lighthouses, the erection and maintenance of Government buildings, the construction and arrangement of buildings generally—all these and many others, even to the issue of squatters' licences—come within the province of the Public Works Department. And on each and every one of these subjects something has to be said in the Director's annual report. It is not possible in the space of a column, or even two, to touch upon all these topics. One subject dealt with in the Report is of sufficient public interest to monopolise all the space we are able in this column to devote to the consideration of the Report to-day. That subject is the water supply. While the community is still restricted to a two hours' daily service, the progress of the waterworks is a feature of the Report which will naturally command especial attention. The improvement in the service in 1903, as compared with that of 1902, though admitted to be principally due to

the incidence of the rainfall, was, it is satisfactory to learn, contributed to by the installation of temporary pumping plant in the Tytamuk Valley and by the Tytam Bye-wash reservoir being sufficiently advanced to enable about twenty million gallons to be impounded in September. In the year 1902 recourse was had to the intermittent supply on the 1st November; in 1903 it was not until the 15th December that it was deemed expedient to put the Colony on "short commons." So far we are not aware that it has been found necessary to have recourse to measures for importing water from the mainland as was done during the spring of 1902, but we regret to note that the quantity of water in the storage reservoirs of the Colony on the 1st January this year was 24 million gallons less than the amount in the reservoirs on the corresponding date last year. No fears or alarms are expressed in the Report concerning this rather disquieting statement, and perhaps no one need entertain them. But it is worth while pointing out that the returns given in the appendices show that the development of the Hill and the Higher Level Districts has resulted in largely increased demands for water, compared with the requirements of previous years, and as a natural consequence the water in the storage reservoirs must be all the more rapidly exhausted. It is to be noted, too, in this connection that we have so far had less rain this year than last, and the fact that there was less water in the reservoirs at the beginning of this year than at the beginning of last therefore takes on a more serious aspect as the dry season continues. Fortunately for this reason we are now approaching the end of the dry season, and trust no need will arise for further restricting the supply of water to the community.

A brief *résumé* of what has been done in the direction of securing a constant supply will not be out of place here. By paragraph 56 of Mr. CHATHAM's Report, which refers to the City and Hill District Waterworks, we learn that most of the works recommended in Mr. COOPER's Report of the 9th May, 1896, have been executed, together with certain additional items at an expenditure of \$319,285. Mr. COOPER's recommendations for the improvement of the Pukulan conduit have not yet been carried out, but the conduit has been thoroughly cleaned and freed from obstructions. With regard to the Peak supply it is stated the pumping plant and rising main required for maintaining the supply to the Peak have been indented for. The new engine is to be capable of raising 72,000 gallons per working day of twelve hours. In paragraph 64 referring to the Tytamuk scheme an account is given of what has been done to render available, until some permanent works can be established, the dry-weather flow of the streams, the water of which it is ultimately intended to impound. A small dam has been constructed and a temporary pumping plant laid down capable of raising half a million gallons per day from the Tytamuk valley to the gauge basin at the entrance to the Tytam tunnel. The engine started work on the 1st November, and notwithstanding the occurrence of some bursts in the rising main at the outset, the quantity of water pumped up to the end of the year amounted to 20½ million gallons. Some account is given of the sinking of wells for the purpose of ascertaining the depth at which a reliable foundation for a dam will be met, but Mr. CHATHAM says it appeared obvious from the results of the trial works that a lengthened period must elapse before a scheme for the low-level dam could be definitely prepared, submitted, and carried out, and therefore a scheme for a dam on another site has been referred home to the Secretary of State for the Colonies as affording the most ready and economical means of enabling this interval to be tided over, while at the same time it will not hamper or interfere in any way with the carrying out of the original scheme. This new scheme is for a dam to impound 194 million gallons of water, and the entire cost, including pumping station, rising and suction mains, and certain new roads, is estimated to be \$780,000. The scheme had not been "definitely sanctioned" by the close of the year, but the Report states that the necessary drawings, etc., to enable a contract to be let were proceeded with and were in a forward state at the close of the year. This indicates that though the scheme has not been "definitely sanctioned" there is a reasonable hope of full sanction being obtained. It is to be hoped that the decision of the home authorities will speedily be made known and that there will be no unnecessary delay in the commencement of this obviously urgent undertaking.

HONGKONG GENTLEMAN'S DEATH.  
We regret to announce the death of Mr. F. R. Spence who was formerly employed in Messrs. Brewer and Company's and latterly in the Customs in Queen's Road. It is supposed that he fell over the verandah.

The actual expenditure on public works in the Colony last year amounted to \$1,349,532.

The Shanghai Tug and Lighter Company show in their profit and loss account for the past year a profit of Tls. 184,950.

It is announced that the first Gymkhana meeting will be held at the Happy Valley on Saturday, the 23rd inst. Particulars appear in our advertisement columns.

Mr. J. F. Boulton has been appointed to act as Assistant Director of Public Works from the 20th ult. during the tenure of the office of the D.P.W. by Mr. P. N. H. Jones.

A general map of the New Territory, on a scale of two inches to the mile, is now being prepared by the Public Works Department. It will show all streams, roads, paths, cultivated areas and villages.

Mr. P. N. H. Jones, the Acting Director of Public Works, has been provisionally appointed to be an official member of the Executive and Legislative Councils during the absence of Mr. W. Chatham.

The Superintendent of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the Building fund of the Maternity Hospital:—Taikoo Sports, \$2,80.

John William Stewart, formerly a captain in the China Merchants' service, was before the Supreme Court at Shanghai on the 28th March on a charge of stealing a bicycle. Prisoner pleaded that it was "Burns' night" when he took the bicycle, and he had too much to drink. The case was adjourned to allow of the prisoner finding sureties for his good behaviour.

*O Patriota*, our weekly Portuguese contemporary, states that the Portuguese cruiser *Vasco da Gama* is expected to arrive at Macao shortly. One of the cruisers, either the *Adamastor*, now in Hongkong harbour, or the *Vasco da Gama*, will probably proceed to the north. The same paper also states that according to letters received from Lisbon by the last mail, it is the intention of the Portuguese Government to despatch to Macao two more cruisers, *D. Carlos* and *D. Amelia* if necessary.

The new peal of bells at the Roman Catholic Cathedral were first rung on Saturday last (Holy Saturday) during the services in the morning. The pealing was very sonorous, but the manipulation was imperfect owing to want of practice on the part of the ringers. The Easter services on Sunday at the Cathedral were fully choral and were very imposing. His Lordship Bishop Pizzolli, assisted by all the clergy, Italian, French, and Spanish, officiated, and the Congregation was very numerous.

The Paris *Temps* publishes a leading article on Tibet, in which the recent discussions in Parliament are referred to and Lord Curzon's action is emphasised. Indeed, the *Temps* is of opinion that the expedition is one of the fruits of the continued position of Lord Curzon as Viceroy of India. The *Temps* says:—"The truth is that one must see in this hybrid Mission, in which soldiers armed to the teeth escort an envoy bearing words of peace, Lord Curzon's answer to the mysterious Embassy which the Tsar received at Livadia and S. Petersburg."

Russian newspapers made much capital out of a report in circulation at the end of February to the effect that Jewish agents are now at Kosloff and Tamboff buying up for the British Army sound and healthy horses from five to eight years to the number of at least 3,000. Further, it was asserted that these horses are really intended for Japan. The *Set*, for instance, says:—"This is a nice business! While on every side we hear of offers made by Jews in connection with the war, huckstering Jews are at the same time leaving for the banks of the Vistula, while elsewhere other Jews are buying remounts for Japan. It is a revolting act of treason, and it is to be hoped that an enquiry will be held immediately and the guilty ones rigorously punished. If the horses which are being bought are really for the British it must not be forgotten that Great Britain, although now neutral, is Japan's ally, and that consequently this is by no means the time for the faithful subjects of the Tsar to furnish remounts for the British cavalry."

"F.A.G." writes in the *Kobe Chronicle*—Talking about war, one of the most pathetic, not to say tragic things which I have come across for some time is an "express" which was delivered with the *Korea Review*, and which relates to an incident probably arising from the demoralisation of communications. It was headed "Boats Astray," and read as follows:—"A box containing books of a religious nature has been delivered by mistake to the undersigned. Any one who gives an accurate description of the contents can take delivery. On the other hand, a box containing novels from London addressed to the undersigned has gone astray. If this has been delivered in mistake to any one in Korea, the advertiser will feel greatly obliged if the receiver will kindly inform him. T. E. Halifax, Seoul." Mr. Halifax has my deepest sympathy. To order a book of novels and receive instead books of a religious nature! There will doubtless be many tragic incidents during the war, but it is difficult to conceive of anything more pathetic than the picture which is thus conjured up.

HONGKONG GENTLEMAN'S DEATH.  
We regret to announce the death of Mr. F. R. Spence who was formerly employed in Messrs. Brewer and Company's and latterly in the Customs in Queen's Road. It is supposed that he fell over the verandah.

Panglina Hassan, the Moro fanatic who has kept Jolo island in a ferment, was killed on March 4, fighting absolutely singlehanded against a whole squadron of U.S. cavalry. He had refused the proffer of his life if he would surrender, and with twenty-five wounds on his body, his two companions shot down beside him, his rifle struck from his hands by a bullet, he attempted to hew his way with a *barong* through a cordon of his foes. The cavalry sergeant who barred the path would have spared his life in admiration for his fierce courage, but Hassan rushed on him so savagely that he was forced to shoot to save his own life. Hassan's body rolled at his feet, the forehead riven by a forty-five calibre bullet. His body was literally full of holes.

In the House of Commons on the 29th February Captain Ellice (S. Andrews Burghs) asked the Under-Secretary for Foreign Affairs whether there was any international undertaking that belligerent ships of war should restrict their stay in neutral ports to 24 hours, or whether such instructions were only applicable to British ports. Earl Percy replied:—There is no such international undertaking. The rule was adopted by this country in 1862, and since that date several foreign States have issued similar rules in connection with their observance of neutrality. Mr. Ross (Cambridge, Newmarket) then asked the Under-Secretary for Foreign Affairs whether his attention had been called to the seizure by Russian destroyers in the Red Sea of British steamers laden with coal to Japan; and whether, in view of the fact of coal not having been declared contraband of war by Russia, and that over 15 ships of a total value including cargo, of over \$700,000 had sailed, from Cardiff under similar conditions and insured in London in the belief that coal was not declared contraband of war by Russia, he would state whether His Majesty's Government intended to take any action in the matter. Earl Percy said:—His Majesty's Government have no information respecting the alleged seizures. They have been informed that the Russian Government are at present considering regulations in regard to contraband visits on the high seas, prize courts, &c., and that these regulations will shortly be communicated to the Powers.

## KOWLOON BOWLING GREEN CLUB.

At the opening day of the season held at the Green on Saturday afternoon, the members and their friends, including a large number of ladies, spent a very pleasant afternoon. The grounds, which were decorated a round with flags, presented a pleasant appearance. Tea was served on the lawn, and during the afternoon selection of music was played by the band of the 93rd Burma Infantry. Competitions for prizes were engaged in by Mrs. Jack presenting the prizes to the following winners:—

GENTLEMEN'S COMPETITION.  
J. W. Robertson and J. Kyles  
J. Parkes " Galt  
A. Kinross " W. Ramsay  
A. Milroy " J. C. Gow  
J. Ramsay " W. J. Puddephat  
J. Guy " Mr. Pollock

LADIES' AND GENTLEMEN'S COMPETITION.  
Mrs. Milroy and J. Macdonald  
Mrs. Major J. Parkes  
Mrs. Kerr J. Galt  
Mrs. W. Ramsay A. Ewing  
Mrs. Jack J. C. Gow  
Miss Guy T. W. Robertson

CHAMPIONSHIP CUP for 1903. Presented by W. C. Jack, Esq.

Won by A. G. Ewing.  
2nd prize won by A. Ritchie.  
3rd prize won by T. W. Robertson.

Most games played, W. M. Deas.

Three cheers for Mr. and Mrs. Jack and the ladies closed the proceedings of a very enjoyable afternoon.

## CANTON.

[FROM OUR CORRESPONDENT.]

## 2nd April.

INDIAN WATCHMAN MURDERED.

On Wednesday information was received in Canton that an Indian watchman employed by American China Development Company had been murdered at Sainam, some miles beyond Canton. The murderer, another Indian, had blown off the back of his companion's head and then decapitated. Doctor Shelly, the Railway surgeon, promptly proceeded to the scene, and the British Vice-Consul also went up, as the parties concerned were British subjects. I hear to-day that the murderer has been arrested in Hongkong. His arrest was, of course, only a matter of time. He could not hope to escape permanently.

## FATAL JUNK ACCIDENT.

Yesterday morning a sad affair occurred two or three miles below Canton—at Shan-lio-hu, where a small stream joins the Pearl River. A large passenger junk containing a load of 60 people capsized, and although the shore was not far distant, 15 were drowned! These accidents are lamentably frequent, and seem always to be attended with heavy loss of life. The passage boats are always crowded to their full capacity, making the simile of "packed tight as herrings" not inapt with reference to them. This overcrowding is, I believe, not unheard of in Hongkong.

## MISCELLANEOUS.

The ferry-boats *Guiding Star* and *Morning Star*, late of Hongkong, and now in use here, are extensively patronised by the Chinese. They plied at first between the railway terminus and the China Merchants' Wharf, near the Custom House, but their terminus is now at the band, some distance below, and more convenient for traffic. The band is making rapid progress. Large stones are being dumped off the foreshore and when they rise above the surface sand is laid over them, while piles are driven in at intervals. The new ice company's premises will be situated on the band, which now reaches as far down as the new Medical College.

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENTS.]

## SERIOUS FIGHTING IN TIBET.

LONDON, 2nd April.

It is officially reported that in an engagement fought at Guru, in Tibet, by the force accompanying the British Mission whose advance was resisted by the Tibetans, the Tibetan losses were 500 killed and wounded, and 200 were taken prisoners.

## THE ANTARCTIC EXPEDITION.

LONDON, 1st April.

All the three Antarctic vessels, the *Discovery*, *Morning*, and *Terra Nova*, have arrived at Lyttleton. The *Discovery* and the *Terra Nova* reached the *Discovery* on the 14th February, finding all well on board. The *Discovery* explorers continued their scientific work throughout the winter of 1903, and the spring found them all in excellent health and spirits. They ascertained that the interior of Victoria Land is continuous at a height of 9,000 feet and is evidently a vast continental plateau.

## GERMAN MAIL DISABLED AT ADEN.

LONDON, 1st April.

The P. & O. steamer *Marinora* takes in the passengers of the *Oldenburg*, which is at Aden disabled.

## CORRESPONDENCE.

## THE HILL DISTRICT RESERVATION.

[TO THE EDITOR OF THE "DAILY PRESS"]

Hongkong, 31st March.

Sir,—One thing which strikes me in relation to the petition which you publish from Peak residents urging the establishment of an European reservation at the Peak is that the petitioners appear to forget that there are other Europeans in the Colony beside those who can afford to live at the Peak. Even a casual glance at the lists of visitors in the low-level hotels will convince anyone that the section of the European population which is forced to live on the Queen's Road level predominates to a very large degree over the Peak residents. Taipans may be able to live at the Peak, but the men who do the actual work of the big commercial and shipping firms have forsooth live on the low level, "where the conditions are highly prejudicial to their health." If the encroachment of Chinese into the districts that are inhabited by the working Europeans (as apart from the taipan Europeans) menaces anybody, it certainly does not menaces the Peak residents from

## HONGKONG JOTTINGS.

During the past week there has been a noticeable, and most appreciable, change in the weather. Old Sol has shown himself on three days, and those days by his wise dispensation, were the first of the Easter holidays. In consequence, business in certain directions became abnormally brisk, and the Peak tramway and the Kowloon ferries had somewhat of a difficulty in coping with the extra holiday traffic. The Peak cars were so full that large numbers were disappointed about finding seats, and several took jaunts into Kowloon Chinatown instead. But, better than all—the pleasant change enabled the sojourners here in this Colony to doff, even if only for a while, their heavy rain, mist, and damp-resisting garments, and don light summer clothing and so deceive themselves into a fictitious belief that "the spring is here." The Chinese are predicting that there is more unpleasant weather incoming, but all I can say is, long may it be delayed, for we have had enough of it for the present.

In a very little while the new tramways will begin running. At the depot at Bowrington Canal great activity is being shown in the preparation of the plant. Many of the cars have been constructed. They are very handsome carriages, roomy, well lighted and ventilated. By the way, the coming of the tramways is calculated to do away with the street ricksha more effectively than the Commission which recently sat to consider the betterment of the street vehicle service. But it is a question whether the tramways will out the ricksha altogether, for it is difficult to imagine anything more convenient than the "handy little ricksha" which carries the passenger right up to his own door step.

It is interesting to note from the D.P.W.'s report for the past year that grants of land on nominal terms included a small area (2,500 square foot) for a temple at Tung Lo Wan; another for a cable hut for the Telegraph Companies at the junction of Bonham and Pokfulam Roads; an area of nearly an acre at Kai Lung Wan for an extension of the ground used for burying urns containing disinterred remains; an area of 2 acres at Happy Valley for the Asile de la Sainte Enfance; a small area (2,267 square feet) adjoining St. Joseph's Church in Garden Road; and an area of 1.55 acres for the erection of an Anglican Church in Kowloon near the Observatory.

Yesterday was Easter-day, and the absence of all proper decoration for this, the greatest Feast of the Church, was much commented on by the congregation which gathered at the Cathedral services. A lady, coming out of the Cathedral, said to me, "You would not think today was different to any other Sunday, judging from the appearance of the Church, would you?" I did not answer the question, directly, but I thought much, and wondered.

While one and all are ready to admit that the general working of the Post Office is carried on in a way that cannot fail to give general satisfaction to the public at large, there is no doubt that in some minor matters the service calls for non-complimentary comment. Of late several complaints have come to my knowledge about failure in the delivery of letters at the proper date locally. Now I am told by a correspondent that he was allowed by the P.O. authorities to send away through the Hongkong office certain postal orders to S. Africa which were afterwards returned as being uncancelable there. Surely the attendants at the Post Office should be able to inform customers of the proper mode of procedure in this direction.

With the cessation of football and cricket in the Colony—the destination of the Football Shield and the premier position in the Cricket League having now ceased to furnish a topic for speculation—it might be thought that matters in the way of sport would have been practically *non est*. Yet a cursory view around the Colony last Saturday at once dispelled any anticipations one might have entertained as to such being the case. On the Cricket Ground practice in lawn tennis was being vigorously entered into; and away down to the Happy Valley was to be witnessed the unique sight of athletic events, a hockey match, a football match, and a scratch cricket match, all going on within a distance of each other.

It appears that the necessary negotiations preliminary to the taking over of the old Rifle Ranges at Kowloon have not altogether been completed between the Government and the Military authorities. Meantime, however, the construction of the road across what will afterwards be the King's Park proceeds apace. It will afford a much-needed communication between the villages of Hunghom and Yau Ma Tei. It crosses the swampy ground immediately to the north of Gun Club Hill and will intersect the area which it is intended, when negotiations with the War Department reach such a stage as to admit of it, to lay out as the King's Park. After traversing some rising ground, the road bifurcates one portion communicating with Sixth Street, Yau Ma Tei, and the other with an extension of Robinson Road which it is proposed to construct northwards past the Yau Ma Tei Theatre. With a view to future developments, the road is being laid out with a width of 100 feet.

## THE PRAYA RECLAMATION.

As the Praya Reclamation Works have now practically reached completion the Director of Public Works in his annual report gives the following account of their origin and progress:

The Praya Reclamation Works were initiated by Sir C. P. Chater, and have been carried out under the Praya Reclamation Ordinance, No. 16 of 1899. Prior to the passing of this Ordinance, reclamations of limited extent at West Point in front of the Sailors' Home and the Wharf and Godown Company's property (Marine Lots 65 and 105) were sanctioned, but, as these fell within the limits of the main scheme, they were subsequently carried out in conjunction with it. A considerable quantity of rubble stone for the foundations of the sea wall for these reclamations had been deposited before the main scheme was undertaken and, as to whether the Marine Lot-owners could fulfil their obligations in providing the funds necessary for the completion of the authorised works. The letting of new contracts was postponed until it was decided that the scheme was to be gone on with and carried to completion, and, before this decision was arrived at, a season's low tides were lost, causing practically a year's delay.

The reclamation extends from the boundary of the Naval Yard Extension westwards to a point opposite Marine Lot 181, a distance of nearly 2 miles, the total area reclaimed from the sea being approximately 65 acres, made up as follows:

Praya Reclamation under Ordinance No. 16 of 1899	59 acres.
West Point Reclamations	6
Total	65

Of this area 33.73 acres constitute building land, the remainder being occupied by roads and open spaces. An area of 2.21 acres of land outside the boundaries of the actual reclamation and formerly occupied by streets was reclaims available for inclusion with building lots.

The total length of new Praya Wall 10,263 feet, made up as follows:

Praya Reclamation under Ordinance No. 16 of 1899	9,198 ft.
West Point Reclamations	1,065
Total	10,263

In connection with the Praya Reclamation Works the re-construction of Government Piers has also been carried on. So far as this work has progressed, it includes permanent structures for the Nam Pak Hong Pier, Boat-slips opposite the old and new Harbour Offices, Pottinger Street Pier, Blake Pier, Murray Pier, and temporary piers at Ice House Street and Wardley Street. The permanent structures are all of masonry and concrete with the exception of Blake Pier, which is constructed almost entirely of iron.

The total expenditure, up to the 31st December, 1903, on the whole of the above-mentioned works, amounted to \$3,362,325.37, made up as follows:

Praya Reclamation under Ordinance No. 16 of 1899	\$2,893,831.35
West Point Reclamations	221,378.28
Re-construction of Government Piers	245,115.74
Total	\$3,362,325.37

The estimated cost of the Praya Reclamation alone was \$2,942,916.65; consequently, when all outstanding accounts are paid, a small balance will probably remain to the credit of the scheme, notwithstanding the great increase in the cost of work during recent years, due principally to the drop in exchange from 3/-, at which rate the original estimate was made. The Ordinance provides, however, that the cost per square foot of any particular allotment is not to be fixed at the average cost of the whole Reclamation but at the average cost of the particular Section on which such allotment is situated. It is therefore more than probable that there will be a debit balance on some of the Sections, but it is certain that any such balance will only amount to a small percentage on the original estimated cost. The actual cost in any particular case cannot be exactly stated until revision of the accounts, now in progress, has been completed, and the necessary adjustments have been made between the various sections or between them and the Re-construction of Government Piers.

The actual construction of the Reclamation was commenced in February, 1900; so that about 14 years have been occupied in its execution. In an outlying part of the Harbour such a reclamation could have been carried out in less than half the time, as it would have been possible to proceed with the entire work simultaneously, but such an arrangement in the case of the Praya Reclamation, which extends throughout the entire frontage of the principal business part of the city, would have caused intolerable inconvenience, and consequently it had to be carried out by degrees. There were also other circumstances which seriously affected the progress of the work.

The original design of the new Praya Wall was prepared when Mr. J. M. Price was at the head of the Public Works Department. Just before the commencement of the Reclamation Works he was succeeded by Mr. S. Brown, who made some fundamental alterations in Mr. Price's design necessitating the employment of special plants, some of which had to be obtained from England. Although the rubble foundations for the Praya Wall were being proceeded with while the special plant was being obtained, a season's low tides were lost, and it may be said that the works suffered a year's delay, at the outset, through the change in design.

The principal feature of the new design for the wall was the substitution of blocks for granite footings, with the view of using the blocks, in the first instance, as temporary weights for loading and consolidating the rubble foundations. This was a slow and expensive process, but it was justified by results. The temporary load caused more or less settlement of the foundations throughout their whole extent, and they generally reached a permanent bearing before the superstructure was commenced. In some instances, however, the settlement became so

slow, during the later stage of the application of the load, that the blocks were removed before settlement was quite complete, and in building the superstructure an allowance for further settlement was made. In other instances the foundations suddenly collapsed, under the temporary load and, when this happened, the blocks had to be picked up with the aid of divers, the rubble foundations made good, and the temporary load replaced. Had the temporary loading of the foundations been dispensed with, it appears likely that several lengths of wall, probably after being finished to coping level, and backed up with earth, would have collapsed, and had to be rebuilt at great trouble and expense.

Another cause of delay was the period of severe depression and scarcity of money which was experienced in 1892, when doubts arose as to whether the Marine Lot-owners could fulfil their obligations in providing the funds necessary for the completion of the authorised works. The letting of new contracts was postponed until it was decided that the scheme was to be gone on with and carried to completion, and, before this decision was arrived at, a season's low tides were lost, causing practically a year's delay.

According to the original programme, the Reclamation was to be commenced simultaneously at both ends, and the works were to be carried on until they met in the middle; but owing to the refusal of the Lot-owners on Section No. 1 to come into the scheme, that portion of the Reclamation was not taken in hand until 1898. In carrying it out, the rubble foundations of the sea wall subsided repeatedly, and caused more trouble and delay than any other equal length of foundations.

Owing, however, to delays on the part of the contractor for Section No. 6w, Mr. Tsang Keng, work on section No. 1w was completed practically simultaneously with it.

Much of the work performed on the Reclamation is invisible, the foundations of the Praya Wall extending down through water and mud to the hard ground. This means that the depth of the wall and rubble mound, from the top of the coping to the bottom of the foundations, varies from 27 to 80 feet. In addition to being extended out to the new Praya Wall, the Storm-Water Drains had to be reconstructed from the old Praya Wall backwards, for distances varying from 100 to 1,450 feet. The aggregate of the areas of the Reclamations outside the old Praya Wall has already been given as 65 acres, but the whole surface of the old Praya had to be raised, and portions of the surfaces of the adjoining streets. Thus the total area dealt with was 80 acres, and the total weight of material used in the works may be put at something like 3,500,000 tons.

When it is mentioned that the cost of the entire work per square foot of building land has amounted to about \$1 to \$3, and that portions of the land in the western and central districts have realised \$8.78 and \$20.00 per square foot, respectively, there can be no question as to the success of the scheme from a financial point of view. The scheme has also been of great benefit in providing now and wide thoroughfares throughout the principal portion of the City and in affording accommodation for the great development which has occurred in the trade and population of the Colony. In addition to the sum expended upon the Reclamation itself, a large sum, probably about \$4,000,000, has been spent in the erection of buildings on it.

## RUSSIAN TRANSPORT DIFFICULTIES.

A Frenchman having business transactions with Russia, who is consequently interested in obtaining accurate information, told the *Times* Paris correspondent that, should the Russian communications with Port Arthur be interrupted, there would not be sufficient provisions there for much more than a fortnight. The ammunition for the forts was to have arrived by sea, but cannot now reach its destination. The lack of supplies all round is thus a fresh proof that war, if expected in S. Petersburg, broke out very much earlier than was anticipated. The *Times* correspondent's informant has travelled over the Trans-Siberian railway, and his experience confirms that of many other experts that there is considerable risk that this line of communication may be cut off, at all events for a time.

He mentioned another point of weakness connected with the despatch of reinforcements from Russia to the seat of war. The quantity of provisions for the troops in Manchuria is inadequate to their requirements, and it is difficult to supply the deficiency in the country.

The reinforcements proceeding daily to the front have to take their own supplies for the long journey, while provisions for the army already at the seat of war have to be forwarded along the same overland route. All this contributes to the congestion of traffic and delays the arrival of fresh troops.

The same authority says forged

route notes have already been introduced into Manchuria on a large scale. A change in the weather occurs in those climes about the month of May, but there is no marked transition

between the winter and summer as is the case in certain parts of Europe, where before the snow has completely melted on one side of the road

flowers are in bloom on the other. As soon as

the hot weather sets in sickness among troops

will create a serious difficulty for the Russians.

These considerations alone impose certain

cautions on army contractors, which will be

easily conjectured by those conversant with

military affairs. No doubt, too, all those contracting

business with Russia are obliged to reckon to a

certain extent with the internal situation of the

Empire. It is a constant subject of conversation

among prominent Russians themselves outside

their own country, at all events among those

who divide their time between S. Petersburg

and Paris.

## V.R.C. ATHLETIC SPORTS.

## SATURDAY'S HEAT.

Some heats of the 100 yds., 120 yds., 220 yds., and 440 yds. flat races, and the 120 yds. hurdle race, were run off on Saturday. Results:

100 YARDS FLAT RACE (Challenge Cup).—Presented by Dr. F. H. Kew. To be won three years before becoming the property of a competitor.

First prize presented by the China Sugar Refinery Club; second presented, First Heat—

R. C. Witchell, R. Hancock, E. F. Aucott, A.

J. V. Rebeiro, E. R. Herton, J. Cleland, G.

B. Macdonald, and C. T. Cooke. Second Heat—

W. T. Andrews, T. C. Gray, J. H. Witchell,

J. P. Jordan, R. Bass, L. Haytor, N. H. Rutherford, and H. M. Bain. Third Heat—H.

Hancock, C. Humphreys, A. Loureiro, H. W.

Sayer, S. C. Ross, F. Long, H. D. Bell, J. H.

A. Hance, and C. R. Cooper. First and second

in each heat to run in the final. Previous

Winner.—F. H. Kew.

First Heat.—E. R. Herton, 1; A. J. V.

Rebeiro, 2.

Second Heat.—J. P. Jordan, 1; N. H.

Rutherford, 2.

Third Heat.—H. Hancock, 1; J. H. A.

Hance, 2.

120 YARDS FLAT RACE (Handicap).—First

prize presented by Mr. J. R. M. Smith; second

prize presented. First Heat.—L.

Haytor (Scratch), R. Hancock (Scratch), E. R.

Herton (Scratch), R. C. Witchell (2 yds.), F.

Long (2 yds.), H. W. Sayer (3 yds.), A. E.

Asger (4 yds.), and R. Pestonji (6 yds.). Second

Heat.—J. H. Witchell (Scratch), T. C. Gray

(scratch), J. P. Jordan (1 yd.), R. Bass (2 yds.),

H. D. Bell (3 yds.), J. A. Yanovich (4 yds.),

F. K. Tata (5 yds.). Third Heat.—C. R.

Cooper (scratch), T. C. Gray (1 yd.),

N. H. Rutherford (1 yd.), S. C. Rees (1 yd.),

C. A. Austen (4 yds.), and H. M. Bain

(6 yds.). Fourth Heat.—H. Hancock (scratch),

E. F. Aucott (5 yds.), and H. M. Bain

(6 yds.). Previous Winners were:

First Heat.—E. R. Herton, 1; R. Pestonji, 2.

Second Heat.—H. D. Bell, 1; J. P. Jordan, 2.

Third Heat.—J. H. A. Hance, 1; H. C.

Austen, 2.

Fourth Heat.—W. T. Andrews, 1; H.

Hancock, 2.

220 YARDS FLAT RACE (Handicap).—First

prize presented by Commodore C. G.

Dicken, R.N.; second prize presented

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matters to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that no copy is limited. Only supplied for Cash.

Telegraphic Address: Press, Code: A.B.C., 5th Ext. Licker's, Telephone No. 12. P.O. Box, 33. Hongkong, 4th April, 1904.

## NEW ADVERTISEMENTS

## TO LET.

MEIRION, Nos. 1 and 2; and BOWRING VILLAS, No. 2. Apply to HUGHES & HOUGH, 8, Des Vaux Road, Hongkong, 4th April, 1904.

## TO LET—AT KOWLOON.

NO. 6, LYEMON VILLAS. From 1st May, 1904. Apply to LEO D'ALMADA E CASTRO, 29 & 41, Des Vaux Road, Hongkong, 4th April, 1904.

## TO LET.

FROM 1st May, OFFICE ROOMS at 54-56, Queen's Road Central, now occupied by The China Mutual Life Insurance Co. Ltd. and Dr. Hall Wright.

Apply to N. MODY & CO., Hongkong, 4th April, 1904.

## WANTED.

PORTUGUESE or EURASIAN CANVASER; must be energetic and willing to work. Others need not apply.

Address: BOX 345, Care of Daily Press Office, Hongkong, 4th April, 1904.

## NOTICE.

THE CAPTAIN of the British steamer "ALGOA BAY" WILL NOT BE RESPONSIBLE for any DEBTS contracted by Officers or Crew. Hongkong, 4th April, 1904.

HONGKONG GYMKHANA CLUB.

## PROGRAMME

OF THE FIRST MEETING TO BE HELD AT THE HAPPY VALLEY, ON SATURDAY, 23rd APRIL, 1904.

4 p.m. 1. THE GRANTHAM CUP—Presented by Hart Buck, Esq. For all subscription griffins of any season that have never won an official race. Weight for inches as per scale. Un-placed runners allowed 5 lbs. Jockeys that have won an official race in Hongkong or China 2 lbs. extra; non-winning jockeys allowed 3 lbs. Entrance 55. 5 Furlooms.

4.20 p.m. 2. THE EAST POINT CUP—Presented by the Hon. C. W. Dickson. For all China Ponies weight for inches as per scale. Weight for inches as per scale. 5 lbs. extra; non-winning subscription griffins allowed 5 lbs. Jockeys' penalties and allowances as per Race No. 1. Entrances 55.

4.40 p.m. 3. THE "ICHIRAN" CUP—Presented by G. C. C. Master, Esq. Hurdle race for all China Ponies. Weight 11 stone.

Old C. C. Master's penalties and allowances as per Race No. 1, but winners of a hurdle race or steeplechase on an off day at Shanghai or Hongkong to be treated as winning Jockeys. Entrances 55. From the grand stand, twice round and in.

5 p.m. 4. THE GYMKHANA CLUB CHALLENGE CUP—Value \$—, (not less than \$200). For all China Ponies. Weight for inches as per scale. Penalties and allowances as per Race No. 2. Jockeys' penalties and allowances as per Race No. 1. To be won by the pony scoring most marks in the races for the Club for the current year, and for the purpose of transacting any other business which may be transacted at an Ordinary General Meeting.

The TRANSFER BOOKS of the Association will be CLOSED from the 11th of APRIL, to the 21st of APRIL, 1904, both days inclusive.

Members holding proxies for absent Shareholders must deposit same with the Secretary for Registration at least Forty Eight hours before the Meeting.

By Order of the Board of Directors, W. S. JACKSON, Secretary.

Shanghai, 25th March, 1904.

## NEW ADVERTISEMENT

## NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE No. 997 dated 25th August, 1884, of the Five Shares No. 14181/14185 in this Company, standing in the name of Mr. MOK SE YEONG, of Hongkong, has been LOST, and if at the expiration of One Month from the date hereof the above document is not forthcoming, another Certificate will be issued by the Company, and thereafter no other will be acknowledged.

Dated 4th April, 1904.

C. PEMBERTON,  
Acting Secretary.

Hongkong, 4th April, 1904.

[934]

ENTERTAINMENT

VICTORIA RECREATION CLUB.

SEVENTH ATHLETIC MEETING.

THE COMMITTEE of the VICTORIA RECREATION CLUB request the pleasure of the Company of the Ladies' of Hongkong on EASTER MONDAY, the 4th APRIL, at 1 p.m., on the Hongkong Football Club Ground (kindly placed at the disposal of the Committee) at the Happy Valley.

By kind permission of Lt.-Col. W. S. BIRDWOOD and Officers, the Band of the 10th Mahratta Light Infantry will perform during the afternoon.

Admission to the Grand Stand and Enclosure (Gentlemen) \$1.00.

Members of the Hongkong Football Club on presenting Membership Ticket, Free.

No Persons other than Officials and Competitors allowed within the course.

HAROLD C. AUSTEN,  
Acting Hon. Secretary V.R.C.

Hongkong, 1st April, 1904.

[922]

AL FRESCO FETE.

On behalf of the ORPHANS AND INVALIDS of the ITALIAN CONVENT.

TO be held in the Compound of the ROMAN CATHOLIC CATHEDRAL on SUN. DAY EVENING, the 16th APRIL, 1904, from 9 to 11 P.M.

The Superiores while thanking the benevolent Friends and Benefactors of the Institution, for the many proofs she has had of their generosity, hopes to receive and merit a large share of Public Patronage.

Hongkong, 29th March, 1904.

[884]

FIRE INSURANCE ASSOCIATION OF HONGKONG.

EASTER HOLIDAYS.

IT IS HEREBY NOTIFIED that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business TO-DAY (MONDAY, the 4th April, By Order,

A. R. LOWE,  
Secretary.

Hongkong, 1st April, 1904.

[920]

BANK HOLIDAYS.

IN Accordance with the provisions of Ordinance No. 6 of 1875 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business TO-DAY (EASTER MONDAY), the 4th April, respectively.

Hongkong, 31st March, 1904.

[901]

OLD CHELTONIANS.

AN OLD CHELTONIAN DINNER will be held at the HONGKONG HOTEL TO-NIGHT (MONDAY), the 4th APRIL, 1904, at 7.45 for 8 P.M.

Old Cheltonians desirous of attending are requested to send their names as soon as possible to—

T. C. GRAY,  
Hon. Secretary,

Hongkong Club, 31st March, 1904.

[902]

WANTED.

SHORTHAND CLERK and TYPEWRITER, must know the "Up-to-date" system.

Address— "E,"  
Care of Daily Press Office.

Hongkong, 29th March, 1904.

[836]

WANTED.

A FURNISHED HOUSE on the Peak from the 1st of May.

Apply to— B. H.,  
Care of Daily Press Office.

Hongkong, 31st March, 1904.

[839]

WANTED AT THE PEAK.

FROM 1st May, a BEDROOM, Furnished or Unfurnished, for a bachelor, with or without Board.

Apply by letter to— "BOX 71,"  
Care of Daily Press Office.

Hongkong, 29th March, 1904.

[831]

FOR SALE.

HOUSE BOAT, 42 feet long; Copper bottom; now lying off Ah King's slip-way. Offers may be sent to—

Care of Daily Press Office.

Hongkong, 22nd March, 1904.

[800]

FOR SALE.

THE HOUSE No. 4, STEWART TERRACE, PEAK. Five Rooms and Offices, with FURNITURE.

Also The large GROUET LAWN above the Terrace (about 20,000 square feet) with equipment.

Nominal CROWN RENT.

Price: \$19,000, of which two-thirds can remain on mortgage.

For Further Particulars, apply to— TURNER & CO.

Hongkong, 22nd March, 1904.

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MAIL TABLES

FOR

1904.

Mounted on Card ... 30 cents

Paper ... 20 cents

On Sale at the Daily Press Office.

Hongkong, 5th March, 1904.

[904]

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. H. BUTTON'S KOWLOON STORE, No. 36, Elgin Road.

Price 15 cents per copy cash.

Hongkong, 22nd December, 1903.

[904]

## NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.



## SHIPPING.

ARRIVALS.					
April 1, ARDNEBECK, British str., William Kinley, Moji 27th March, Coal—BRADLEY & CO.					
April 1, GLENVALLOCH, British str., 1,434, R. S. Bainbridge, Singapore 26th March, General—CHINESE.					
April 1, HATCHING, British str., 1,267, A. E. Hodges, Foochow, via Ports 31st March, General—DOUGLAS LAPEAK & CO.					
April 1, KWANGTUNG, Chinese str., 1,536, W. H. Lunt, Shanghai 29th Mar., General—CHINESE.					
April 1, M. STRUVE, German steamer, 966, T. Brandi, Tamsui 29th March, Amoy 30th and Swatow 31st, General—OSAKA SHOSEN KAISHA.					
April 1, HOIHAO, French steamer, 508, Coste, Haiphong 30th March and Hoihoi 1st April, General—A. R. MARTEY.					
April 2, ITALIA, British steamer, 5,197, C. R. Kendall, Moji and Japan 27th March, Coal—JARDINE, MATHERSON & CO.					
April 2, KAIJFONG, British str., 1,024, H. G. Pennington, Manila 30th Mar., General—BUTTERFIELD & SWINE.					
April 2, KUMHANG, British str., 2,077, E. J. Butler, Saigon 30th Mar., Hico—JARDINE, MATHERSON & CO.					
April 2, LYEEGOON, German str., 1,238, Th. Lehmann, Shanghai 30th March, General—SIEGMANN & CO.					
April 2, MEFFOO, Chinese str., from Canton.					
April 2, TITOS, German str., 1,033, H. Kraft, Swatow 1st April, General—OSAKA SHOSEN KAISHA.					
April 3, ALBAND BEHIC, French str., 2,819, Flaminio, Yokohama via ports 25th March, Mail and General—MESSAGERIES MARITIMES.					
April 3, CHENAN, British str., from Canton.					
April 3, FOYLE, British str., 2,693, Pago, Kitchinotou 27th March, Coal—MITSUBISHI BUSESAN KAISHA.					
April 3, PETCHABURI, German str., 1,376, J. Hillman, Kohchang 27th March, Rice and Wood—BUTTERFIELD & SWINE.					
April 3, PITTSANLUOK, German str., 1,237, C. Fuchs, Jiangkou 27th March, Rice and Timber—BUTTERFIELD & SWINE.					
DEPARTURES.					
1st April.					
ELLEN HICKMERS, German str., for Bangkok.					
FETTEJOE, Norwegian str., for Tamsui.					
HINSANG, British str., for Singapore.					
KENNEDY, British str., for Manila.					
MACHIN, German str., for Swatow.					
OPIACK, British str., for Shanghai.					
PROGRESS, German str., for Hoibow.					
QUANG-NAM, French str., for Hongay.					
RAJADUL, German str., for Swatow.					
TEAHLAS, British str., for Swatow.					
TEESTA, British str., for Yokohama.					
TEEMONT, American str., for Tacoma.					
2nd April.					
AMADA, British str., for Saigon.					
BATAVIA, German str., for Kobe.					
ESANG, British str., for Swatow.					
KWANGFAN, Chinese str., for Canton.					
SAMSEN, German str., for Bangkok.					
TEESTA, British str., for Manila.					
3rd April.					
ABYSSINIA, German str., for Hamburg.					
BOUROUN, French str., for Saigon.					
SEIN, French str., for Saigon.					
HONGKONG, French str., for Haiphong.					
LOYAL, German str., for Kobe.					
MEDAN, German str., for Yap.					
VESSELS IN DOCK.					
31st March.					
ABERDEEN DOCKS.—Borg, Bred.					
KOWLOON DOCKS.—H. I. G. M. S. Meuse, Lin Tan, Hanoi, Tali Hing, Mercedes.					
COSMOPOLITAN DOCK.—H. M. S. Oster.					
VESSELS ON THE BERTH					
COMPAGNIE DES MESSAGERIES MARITIMES.					
PAQUEBOTS—POSTE FRANCAIS.					
FOR SHANGHAI, KOBE AND YOKOHAMA.					
THE Company's Steamship					
"ANAN,"					
Captain Girard, will be despatched for the above ports on about MONDAY, the 4th April.					
For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.					
Hongkong, 20th March, 1904.					
COMPAGNIE DES MESSAGERIES MARITIMES.					
PAQUEBOTS—POSTE FRANCAIS.					
NOTICE.					
"STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, BOMBAY, ADEL, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; PORTS OF BRAZIL AND RIVER PLATE.					
ON TUESDAY, the 5th April, 1904, at 1 P.M., the Company's Steamship "ARMAND BEHIC," Captain Flaminio, with Mail Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.					
This Steamer connects at COLOMBO with the Australian line a.s. "Oceania," bound for MARSEILLES via BOMBAY and ADEL.					
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.					
Shipping Orders will be granted till Noon only on Monday, the 4th April. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.					
For further particulars, apply at the Company's Office.					
6. DE CHAMPEAUX, Agent.					
Hongkong, 25th March, 1904.					
FOR CANTON.					
THE new and fast Twin-Screw Steamer					
"SAN CHEUNG,"					
951 Tons, Captain A. Murphy, will leave for Canton at 8:30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 A.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.					
First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each. Cargo Freight very moderate.					
CHUNG-ON STEAMBOAT CO., LTD.					
No. 147, Connaught Road Central, Hongkong, 16th March, 1904.					

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	BALLAARAT	Brit. str.	C. R. Longden	P. & O. S. N. Co.	9th inst. at Noon.
LONDON & ANTWERP	MACHAO	Brit. str.	A. F. Stroet	BUTTERFIELD & SWINE	12th inst.
LONDON & ANTWERP, &c., VIA SINGAPORE, &c.	TRINIDAD	Brit. str.	P. & O. S. N. Co.	BUTTERFIELD & SWINE	13th inst.
LONDON & ANTWERP	JASON	Brit. str.	P. & O. S. N. Co.	BUTTERFIELD & SWINE	26th inst.
MARSEILLES, &c., VIA PORTS OF CALL	FLAMINIO	Brit. str.	P. & O. S. N. Co.	MESSEGERIES MARITIMES	To-morrow, 1 P.M.
HAMBURG	FRIEDRICH	Brit. str.	P. & O. S. N. Co.	MELCHERS & CO.	12th inst. Noon.
HAMBURG	BRISGAVIA	Ger. str.	H. Schulke	HAMBURG-AMERIKALINIE	12th inst.
HAMBURG	Dohren	Ger. str.	H. Schulke	HAMBURG-AMERIKALINIE	23rd inst.
HAMBURG	ATHENIAN	Ger. str.	H. Schulke	HAMBURG-AMERIKALINIE	3rd May.
HAMBURG	MARSDURG	Ger. str.	H. Schulke	HAMBURG-AMERIKALINIE	21st May.
HAMBURG	STRASBURG	Brit. str.	A. H. Notley	HAMBURG-AMERIKALINIE	21st May.
HAMBURG	TRISTOS	Aus. str.	A. H. Notley	HAMBURG-AMERIKALINIE	21st May.
HAMBUR					

**OCEAN STEAM SHIP CO., LTD.**  
AND  
**CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.**  
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	TO	DUE
GLASGOW and LIVERPOOL	"JASON"		On 5th April.
GLASGOW and LIVERPOOL	"ACHILLES"		On 10th April.
GLASGOW and LIVERPOOL	"ALCINOUS"		On 16th April.
GLASGOW and LIVERPOOL	"HYSON"		On 17th April.
GLASGOW and LIVERPOOL	"PROMETHEUS"		On 24th April.
GLASGOW and LIVERPOOL	"DEUCALION"		On 1st May.
GLASGOW and LIVERPOOL	"ULYSSES"		On 7th May.
GLASGOW and LIVERPOOL	"DARDANUS"		On 20th May.

HOM EWARDS.

FOR	STEAMERS	TO SAIL	
LONDON and ANTWERP	"MACHAON"	On 12th April.	
GENOA, MARSEILLES and LIVERPOOL	"IDOMENEUS"	On 14th April.	
LONDON and ANTWERP	"TELEMACHUS"	On 26th April.	
GENOA, MARSEILLES and LIVERPOOL	"JASON"	On 10th May.	
LIVERPOOL	"ACHILLES"	On 20th May.	

Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL	
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"HYSON"	On 19th April.	
The s.s. "ANHUI" left Port Darwin on the 30th inst., for Manila and Hongkong.			
For Freight, apply to			
BUTTERFIELD & SWIRE, AGENTS.			[10-11]

**CHINA NAVIGATION CO.  
LIMITED.**

FOR	STEAMERS	TO SAIL	
SHANGHAI	"LINAN"	On 4th April, 4 P.M.	
SHANGHAI	"WHAMPOA"	On 5th April, 4 P.M.	
MANILA	"KAIFONG"	On 6th April.	
CEBU and ILOILO	"WUCHANG"	On 7th April, 4 P.M.	
SWATOON and TIENTSIN	"QIHLI"	On 7th April, 4 P.M.	
PORT DARWIN, THURSDAY			
ISLAND COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 8th April.	

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS (See Special Advertisement).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 4th April, 1904.

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HEAD AGENT—R. BISSCHOP, 3, DUDDELL ST., Hongkong.  
REGULAR FOUR-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TIJIPANAS...	JAPAN	First half of May	SINGAPORE & JAVA PORTS	First half of May
TIJLATJAE...	JAVA VIA MACASSAR	Second half of April	JAPAN	Second half of April
TIJIMAHI ...	JAPAN	First half of April	SINGAPORE & JAVA PORTS	First half of April

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS.

THE HOLLAND CHINA TRADING CO.

Telephone No. 201.

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Hongkong, 28th March, 1904.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING."

Captain J. G. Spence will be despatched for the above ports on WEDNESDAY, the 6th April, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON &amp; CO., LTD.

Agents.

Hongkong, 31st March, 1904.

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THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS.PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL  
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship



STEAM FOR  
FIUME AND TRIESTE (DIRECT),  
Calling at SINGAPORE, PENANG,  
COLOMBO, BOMBAY, KARACHI,  
ADEN, SUZUZ and PORT SAID.

Taking cargo at through rates to the BRAZILS,  
to SOUTH AMERICA, PERSIAN GULF, RED  
SEA, BLACK SEA, LEVANT, VENICE and  
ADRIATIC PORTS.

THE Company's Steamship

"TRIESTE,"  
Captain Mocozzi, will be despatched as above  
on WEDNESDAY, the 26th April, P.M.

For information as to Passage and Freight,  
apply to

SANDER, WIELER &amp; CO.,

Agents.

Princess Building.

Hongkong, 29th March, 1904.

[3]

NATAL LINE OF STEAMERS.

THE Underaged GENERAL AGENTS

IN CHINA AND JAPAN for the above Line

are prepared to issue THROUGH BILLS

OF LADING for all the principal ports in

SOUTH AFRICA, in connection with the

YUN-CHINA STEAM NAVIGATION CO.'s fortnightly

service hence to CALCUTTA. Sailings from

CALCUTTA for CAPE PORTS every forth-

For Freight and further particulars,

apply to

DODWELL &amp; CO., LIMITED,

General Agents for China and Japan.

Hongkong, 4th August, 1897.

Hongkong, 29th March, 1904.

## VESSELS ON THE BEACH

NAVIGAZIONE GENERALE  
ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGA-

PORE AND PENANG.

Having connection with Company's Mail Stea-

mers to ADEN, SUZUZ, PORT SAID,

MESSINA, NAPLES, LEGHORN and GENOA,

also VENICE and TRIESTE, all MEDITER-  
ANEAN, ADRIATIC, LEVANTINE and

SOUTH AMERICAN PORTS up to CALLAO.

(Taking cargo at through rates to PARSIAN

GULF and BAGDAD, also BARCELONA,

VALENCIA, ALICANTE, ALMERIA and  
MALAGA.)

THE Steamship

"CAPRI,"

Captain Balsito, will be despatched as above on

WEDNESDAY, the 13th April, at NOON.

At Bombay the Steamer is discharging in

Victoria Dock.

For further particulars regarding Freight

and Passage, apply to

CARLOWITZ &amp; CO.,

Agents.

Hongkong, 30th March, 1904.

NOW READY.

## THE DIRECTORY AND CHRONICLE

FOR 1904.

Complete Edition ... \$10

Small Edition ... \$6

Obtainable at the Daily Press Office or Local Booksellers.

Hongkong, 5th March, 1904.

THE TIEN TSIN GAS AND ELECTRIC

LIGHT COMPANY, LIMITED.

INCORPORATED under The Companies'

Ordinances of Hongkong, whereby the

liability of Members is limited to the amount

of their shares.

CAPITAL: TAELS 250,000.

Divided into 2,500 shares of Tls. 100 each of

which 600 shares have already been allotted to

shareholders in The Tientsin Gas Co., Ltd.

Present Issue 1,500 shares of Tls. 100 each of

which 350 shares have already been subscribed for by Shareholders in The Tientsin Gas Co., Ltd.

The balance of 1,150 shares is now offered to

the public.

TERMS.

10 Taels payable on application.

30 " " 1st August, 1904.

30 " " 1st November, 1904.

30 " " 1st February, 1905.

DIRECTORS.

C. POULSEN, Esq. (Chairman), of Electric

Engineering and Fitting Co.

R. OSWALD, Esq., of Messrs. Oswald and

W. E. SOUTCOTT, Esq., of Messrs. William

Forbes &amp; Co.

W. T. L. WAX, Esq., of Taku Tug &amp; Lighter

Company, Limited.

## POST OFFICE NOTICES.

## EASTER HOLIDAYS.

On the Monday, 4th April the General Post Office will be open for one hour only, i.e., from 8 a.m. till 9 a.m. All outgoing mails will be closed at 9 a.m. The Money Order office will be entirely closed during the holidays. Until further notice the transmission of correspondence via Daly and the Trans-Siberian Railway is discontinued.

The Doric, with the American mail, left Yokohama on Friday, the 25th ult., via Kobe, Nagasaki and Manila, and may be expected here on or about Monday, the 4th inst.

The Anson, with the French mail of 4th ult., leaves Saigon on Friday, the 1st inst., at 1 p.m., and may be expected here on Monday, the 4th inst. This packet brings replies to letters despatched from Hongkong on 30th January.

## MAILS WILL CLOSE

	PEE	DATE
Samoa		Monday, 4th, 8.00 A.M.
Nanbu		Monday, 4th, 9.00 A.M.
Macao		Monday, 4th, 9.00 A.M.
Shanghai		Monday, 4th, 3.00 P.M.
China		Tuesday, 5th, Printed Matter and Samples ..... 10.00 A.M. Registration, with late fee of 10 cents, up to 10.30 A.M.
Armand Behic		Letters ..... 10.45 A.M. Tuesday, 5th, Printed Matter and Samples ..... 10.00 A.M. Registration, with late fee of 10 cents, up to 10.30 A.M.)
Pundua		Letters ..... 10.45 A.M. Wednesday, 6th, 11.00 A.M. Wednesday, 6th, 2.00 P.M.
Lightning		Wednesday, 6th, 3.00 P.M.
Kaifong		Thursday, 7th, 11.00 A.M.
Artevius		Thursday, 7th, 3.00 P.M.
Wuchang		Thursday, 7th, 3.00 P.M.
Chihi		Saturday, 9th, 9.00 A.M.
Zafiro		Saturday, 9th, Printed Matter and Samples ..... 10.00 A.M. Registration, with late fee of 10 cents, up to 10.45 A.M.)
Batavia		Letters ..... 11.00 A.M. Saturday, 9th, Printed Matter and Samples ..... 10.00 A.M. Registration, with late fee of 10 cents, up to 10.45 A.M.)
Hamburg		Wednesday, 13th, Printed Matter and Samples ..... 10.00 A.M. Registration, with late fee of 10 cents, up to 10.45 A.M.)
Capri		Letters ..... 11.00 A.M. Wednesday, 13th, 11.00 A.M. Saturday, 16th, 9.00 A.M.
Rubi		Printed Matter and Samples ..... 10.00 A.M. Registration, with late fee of 10 cents, up to 10.45 A.M.)
Empress of India		Letters ..... 11.00 A.M. Thursday, 27th, 11.00 A.M.
Athenien		

Europe, &c., India via Tuticorin	(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)
(Letters posted in the Peak Pillar Boxes in time for the first clearance will be included in this contract mail)	
Europe, &c., India via Tuticorin	(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)
(Letters posted in the Peak Pillar Boxes in time for the first clearance will be included in this contract mail)	
Singapore, Ponang and Bombay	
Manila	
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO	(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)
Europe, &c., India via Tuticorin	(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)
(Letters posted in the Peak Pillar Boxes in time for the first clearance will be included in this contract mail)	
Europe, &c., India via Tuticorin	(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)
(Letters posted in the Peak Pillar Boxes in time for the first clearance will be included in this contract mail)	
Singapore, Ponang and Bombay	
Manila	
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.)	(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver	

## TO-DAY.

Old Choltonians Dinner, Hongkong Hotel, 7.45 for 8 p.m.

## TO-MORROW.

Sale, Crown Lands, Public Works Department, 3 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

2nd April.

ON LONDON.— Telegraphic Transfer ..... 1.94

Bank Bills, on demand ..... 1.94

Bank Bills, at 30 days' sight ..... 1.98

Bank Bills, at 4 months' sight ..... 1.98

Credits, at 4 months' sight ..... 1.98

Documentary Bills, 4 months' sight ..... 1.98

ON PARIS.— Bank Bills, on demand ..... 223

Credits, at 4 months' sight ..... 227

ON GERMANY.— On demand ..... 181

ON NEW YORK.— Bank Bills, on demand ..... 43

Credits, 60 days' sight ..... 44

ON BOMBAY.— Telegraphic Transfer ..... 1312

Bank, on demand ..... 132

ON CALCUTTA.— Telegraphic Transfer ..... 1312

Bank, on demand ..... 132

ON SHANGHAI.— Bank, at sight ..... 72

Private, 30 days' sight ..... 72

ON YOKOHAMA.— On demand ..... 87

ON MANILA.— On demand ..... Nominal

ON SINGAPORE.— On demand ..... Nominal

ON BATAVIA.— On demand ..... 106

ON HAIPHONG.— On demand ..... 11 p.c.p.m.

ON SAIGON.— On demand ..... 1 p.c.p.m.

ON BANGKOK.— Bank's Buying Rate ..... 81.15

SOVEREIGN, Bank's Buying Rate ..... 81.15

GOLD LEAF, 100 lire, per tael ..... 85.9

BALE SILVER, per oz. ..... 254

## OPIUM.

31st March.

Quotations are:— Allowance not to 1 cent.

Malwa New ..... \$940 to \$980 per picul

Malwa Old ..... \$1000 to \$1040

Malwa V. Old ..... \$1120 to \$1160

Persian fine quality ..... 880

Persian extra fine ..... 900

Patna New ..... \$1312 to — per chest.

Patna Old ..... — to —

Bengal New ..... \$1302 to —

Bengal Old ..... — to —

## VESSELS EXPECTED.

THE FRENCH MAIL.

The M.M. steamer *Amara* left Saigon on the 1st inst., at 1 p.m., for this port.

## THE AMERICAN MAIL.

The O. & O. steamer *Doric* left Nagasaki for Manila on Tuesday, the 29th ult., at daylight, due Manila Saturday daylight.

The P.M. steamer *Siberia* left San Francisco for this port via Honolulu, &c., on the 23rd ult.

## THE CANADIAN MAIL.

The G.P.R. steamer *Empress of India* left Vancouver on the 21st ult., p.m., for Hongkong via the usual ports of call.

## MERCHANT SHIPS.

The C. & M. steamer *Zafiro* left Manila on the 1st inst., p.m., and is due here on the 4th inst., at daylight.

The N.G.I. steamer *Capri* left Singapore for this port on the 29th ult., and may be expected here on the 4th inst.

The H.A.L. steamer *Artemisia*, from Hamburg, left Singapore for this port on the 29th ult., p.m., and may be expected here on the 6th inst., at daylight.

The P. & O. steamer *Formosa* left Singapore for this port on the 30th ult., at 5 p.m.

The J.C.G. Liju steamer *Tsimahi* left Moji and Amoy for this port on the 30th ult., and may be expected here on the 6th inst.

The E. & A. steamer *Australia*, for Australia, left Kobe on the 1st inst., for this port.

The Ben Line steamer *Bentley*, from Antwerp and London, left Singapore on the 30th ult., for this port.

## THE HONGKONG DAILY PRESS, MONDAY, APRIL 4TH, 1904.

## Ideal Milk



Enriched 20 per cent.  
with Cream.

Sterilized—Not Sweetened.  
A Perfect Substitute for Fresh Milk.

## HONGKONG, CANTON, MACAO &amp; WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain R. D. Thomas.

S.S. "POWAN," 2,338 tons, Captain G. F. Morrison, R.N.

S.S. "FATSHAN," 2,920 tons, Captain W. A. Valentino.

S.S. "HANKOW," 3,073 tons, Captain C. V. Lloyd.

S.S. "KINSHAN," 2,860 tons, Captain J. J. Lessins.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday excepted), 5.30 p.m. and 9 p.m. (Saturday excepted).

Departures from Canton to Hongkong daily at 8 a.m., 2.30 p.m. and 5.30 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,698 tons, Captain H. D. Jones.

Departures from Hongkong to Macao on week days at about 2 p.m. During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at 12.30 p.m.

Departures from Macao to Hongkong daily at 7.30 a.m.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.

This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain B. Branch.

S.S. "NANNING," 569 tons, Captain C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel);

Or of BUTTERFIELD & SWINEY, Agents, CHINA NAVIGATION CO., LTD.

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## PEERLESS SCOTS WHISKIES

HAIG & HAIG, LTD., DISTILLERS SINCE 1679.

3 Star, SPECIAL—The finest of all "Peg" WHISKIES at

5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at

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Try HAIG & HAIG'S WHISKIES; pure, mellow matured, non-smoky, delicate flavor

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